

TRANSPORTATION.
PINCHOT TICKETS FROM LOUISVILLE
NEW ARRANGEMENT.
 1855. Commencing Monday, July 16, 1855.
Little Miami Railroad,

VIA COLUMBUS.
 FOUR DAILY EASTERN TRAINS AT 8 A.M., 9 A.M.,
 10 A.M. AND 6 P.M.

LAMD WITH HEAVY Y IRON.

Wheeling Passengers dine at Zanesville, Pittsburg Passengers dine at Crestline, Dunkirk and Ludlow Passengers dine at Cleveland.

EACH AND EVERY TRAIN BY

The Little Miami runs through the Depot of the Lake Shore road at Cincinnati.

"The roads by this route are in very fine order," said a traveler from "West." "Remarkably smooth, and comparatively free from bumps and jolts."

Trains run from Cincinnati to the East, the time is so arranged that passengers can make connections as early or late as they desire.

All who take this route will be sure to return by the same train, making the pleasant time both to and from Cincinnati and the East.

Lightning Express leaves Cincinnati at 8 A.M. for the West, arrives at Cleveland in advance of any other route.

Atlantic Express arrives at Cincinnati at 2:30 P. M. from New York.

Leaves Cleveland fifteen minutes later, and arrives at Cincinnati fifteen minutes earlier than any other route.

CINCINNATI TO CLEVELAND IN 3 1/2 hours.

CLEVELAND TO CINCINNATI IN 3 1/2 hours.

TIME VIA LITTLE MIAMI ROUTE.

From Cincinnati to

COLUMBUS IN 1 1/2 hours.

CLEVELAND IN 2 hours.

DUKE'S RIVER IN 2 1/2 hours.

BEVERLY IN 3 1/2 hours.

ALBANY IN 4 1/2 hours.

NEW YORK IN 5 1/2 hours.

BOSTON IN 6 1/2 hours.

CRESTLINE IN 6 1/2 hours.

PITTSBURG IN 6 1/2 hours.

PHILADELPHIA IN 7 1/2 hours.

WHEELING IN 8 1/2 hours.

BALTIMORE IN 9 1/2 hours.

WASHINGTON IN 10 1/2 hours.

STE. DENNIS IN 11 1/2 hours.

Baggage checked from Cincinnati at Wheeling, Philadelphia, (Atlantic), Philadelphia, New York.

Passengers by the 6 o'clock A. M. train, Little Miami Railroad, breakfast at Cincinnati and dine the following morning in New York, Philadelphia, Baltimore or Washington City.

The Little Miami is the eastern depot at Cincinnati.

Five Daily Trains.

FIRST TRAIN.—Cleveland, Pittsburg, Steubenville and Wheeling. Leaving at 6 A. M. Leaves Cincinnati at 8 A. M. for Columbus, Cleveland, Dunkirk, Erie, Albany, New York, and Boston. Crestone, Pittsburg, Baltimore, New York, and New York City; Zanesville, Wheeling, Parkersburg, Washington, Baltimore, New York, and New York City; Steubenville, Sandusky, Ypsilanti, Detroit, Toledo, Springfield, and Springfield; Wilmington, Cincinnati, and Springfield.

Passengers by this train for Lake steamer have 3½ hours and a half at Cleveland.

SECOND TRAIN.—Cleveland and Pittsburg Express.

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Philadelphia, and New York, Baltimore, Washington City,
One train on Sunday at 4:30 o'clock P. M., for Colum-
bus.
Trains run by Columbus time, 7 minutes faster than
Cincinnati.
THROUGH TICKETS.
And all information can be obtained at the New Or-
leans, No. 2 Barnett Building, corner W. L. O'Brian,
Ticket Agent; No. 177 From Office, corner W. L. O'Brian,
Agent, Alexandria, Ticket Agent, at the Old Office,
corner W. L. O'Brian, and front street opposite
Spencer House, and at the Eastern (Louisiana) Depot,
East Front Street.
Office hours from 9 A. M. until 5 P. M.
P. S. S. CLEVER, General Agent.
THE WINNER

Call for passengers at all the principal Hotels, for each
day and every day, by leaving directions at either of the
above offices, will call for passengers in all parts of the
city, without fail.

1899. SUMMER PASSENGER SERVICE. 1899

FOR THE EAST
VIA THE
Jeffersonville and Ohio and Mississippi Railroads,
AND THE
CINCINNATI, HAMILTON, AND DAYTON
RAILROAD.

RAILROAD!!!

Expeditions Route

TO NEW YORK, BOSTON AND Philadelphia via Dayton & Cuyler to Cleveland direct—making the time connections as are made by any other lines out of Cincinnati.

No other line from Cincinnati makes quicker time or more certain connections to the East and none so quick from the East by one and three-quarter routes.

The route from Cincinnati, Dayton and Dayton to New York, Boston and Philadelphia is faster than any other railroad in Ohio. For three-fourths of the year.

The **U.S. Coast Guard** says that, after the arrival of the **USS Intrepid** in New York, the Coast Guard will inspect the ship's cargo. The Coast Guard says that the ship's cargo will be inspected for hazardous materials. The Coast Guard says that the ship's cargo will be inspected for hazardous materials. The Coast Guard says that the ship's cargo will be inspected for hazardous materials.

To Nashville, 10 o'clock, a. m.; To St. Louis, Cincinnati,
 Hamilton & Dayton Railroad, 10 o'clock, a. m.; To
 and leave the following day in New York, Philadelphia,
 Baltimore and Washington.
 From Cincinnati to New York, 3 1/2 hours;
 To Philadelphia in 3 1/2 hours;
 To Albany in 4 hours;
 To Boston in 5 1/2 hours;
 To St. Louis in 5 1/2 hours;
 To Chicago in 4 1/2 hours;
 To Pittsburgh in 1 hour;
 To Baltimore in 1 hour.
 No other Line from Cincinnati makes quicker time
 to the East, and none so quick from the East by one and a
 half hours.


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CAUTION.

The traveling public are cautioned against the false statements made in the advertisements of the Little Rock and Nashville newspapers, which are the most prominent of the kind. It should be stated that the only route to the East; that there is less certainty of connections by way of Cade to Cleveland, and that there are less frequent connections by that route, as compared with the other. Forbearance has been exercised for some time, on the promise that these misrepresentations would be corrected, but they are still reiterated daily in such a manner as to cause much annoyance.

HENRY O. AMES, Supt. C. H. & D. R.
E. B. PHILLIPS, Supt. C. & T. R. R.
E. F. OSBORN, Pres. & Supt. M. & D. S. R. R.
 For further information, or the cash tickets, apply
 to the office of the department in Newbury, No. 585, Main
 Street, or to **CAPT. I. S. MOORHEAD**, Gen'l Ag't.
 No. 22 1/2, Wall street.
 The Omnibus Line will call for passengers by leav-
 ing their names at the above offices.
 July 16 dly

Fare Reduced.



ONLY \$7
FROM LOUISVILLE TO CHICAGO
BY THE
New Albany and Salem Railroad.
The only direct Route, and the only
Route by which Through
Tickets can be had.
TWO DAILY EXPRESS TRAINS
through to Chicago without change of cars or bag-
gage.

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the distance crossing the Detroit river, and passing through the cities of Windsor, London, Upper Canada, and Niagara, and crossing the Niagara river, and passing the Thames Battle Ground, Leamington, Windsor, Saults, S.C., in view of Lake Ontario, to the Great Niagara Suspension Bridge, a work more stupendous, and wonderful, and more to be admired, than any other similar work of art in the world. In crossing the bridge a full view is had of the great Cataract of Niagara. The North and Northwest this is the only route offering no change of cars or baggage between the Detroit and Chicago. The road has been patin' good and as it is the shortest and safest in the West, offering the longest continuous straight line of any in the United States.

On this route also secure connections are made, at the

retails at reduced rates to Michigan City, Chicago, Rock Island, St. Louis, Burlington, Geneva, St. Paul, Kentucky, &c.; also, to Detroit, Buffalo, Niagara Falls, Albany, New York, Boston, &c.; for sale at the office of the Louisville and Portland Railroad Company, 415 Main street, north side, between Second and Third streets, Louisville, Ky. Information can be had regarding rates, time, price, &c., of passengers, by leaving their names at the above office, or can be called for by Omnibuses and delivered at the Cars.

C. KNOWLTON, Supt.

Notice.

THE CITY FOUNDRY, SITUATED
on Main street, between Floyd and Preston, of the

The business of the Foundry is well established, and its location well suited to a country business. It will worth the attention of any one who is desirous of investing in a fine profitable business. Call on me at the Foundry, and examine the premises and terms of the lease. The Foundry has been in operation for ten years and has a fine share of patronage.
MIRCH MUSSELMAN, Agent,
 For Mrs. Frances Baldwin, Adm'r.